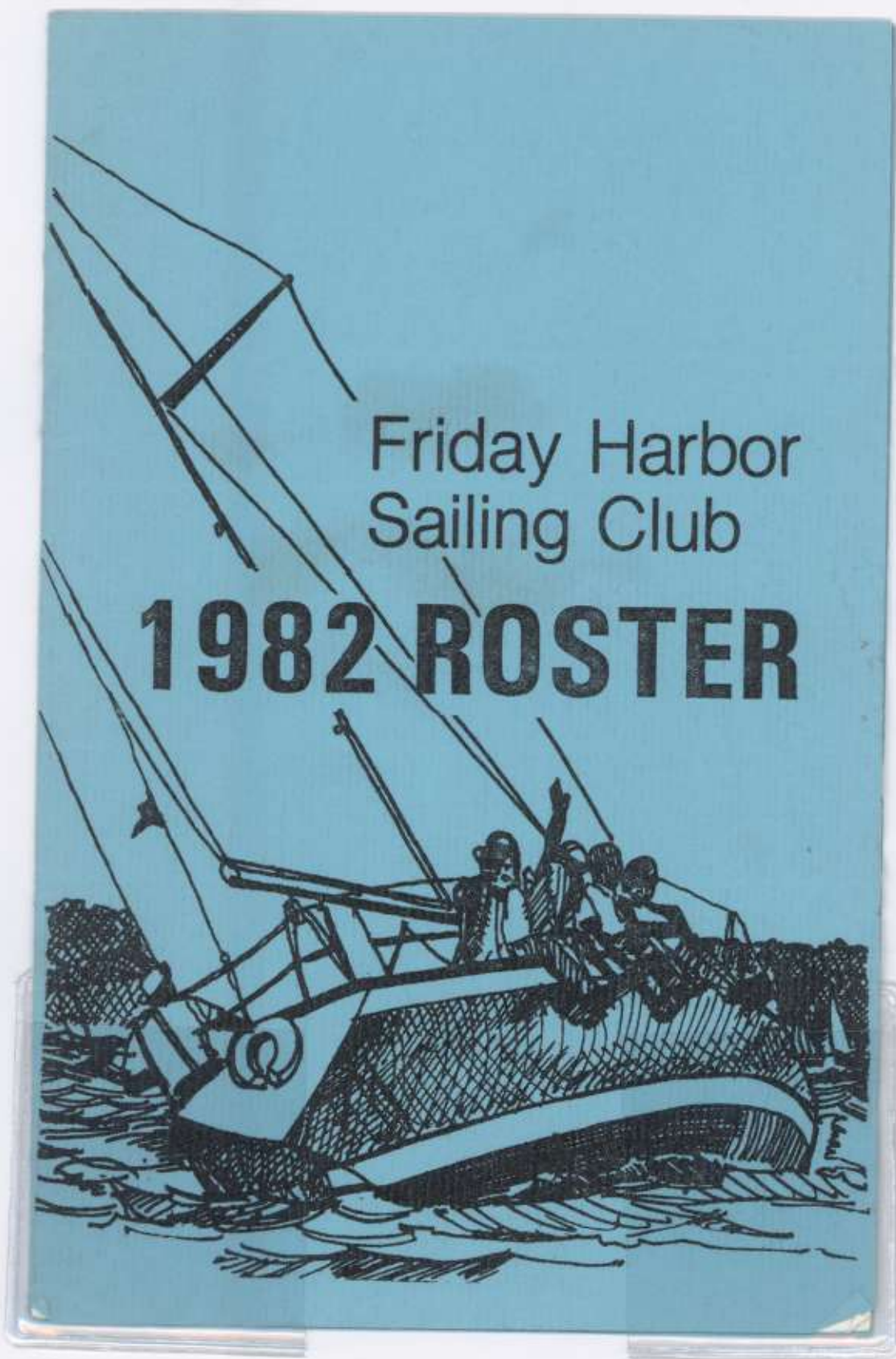




1982 Gary Boothman

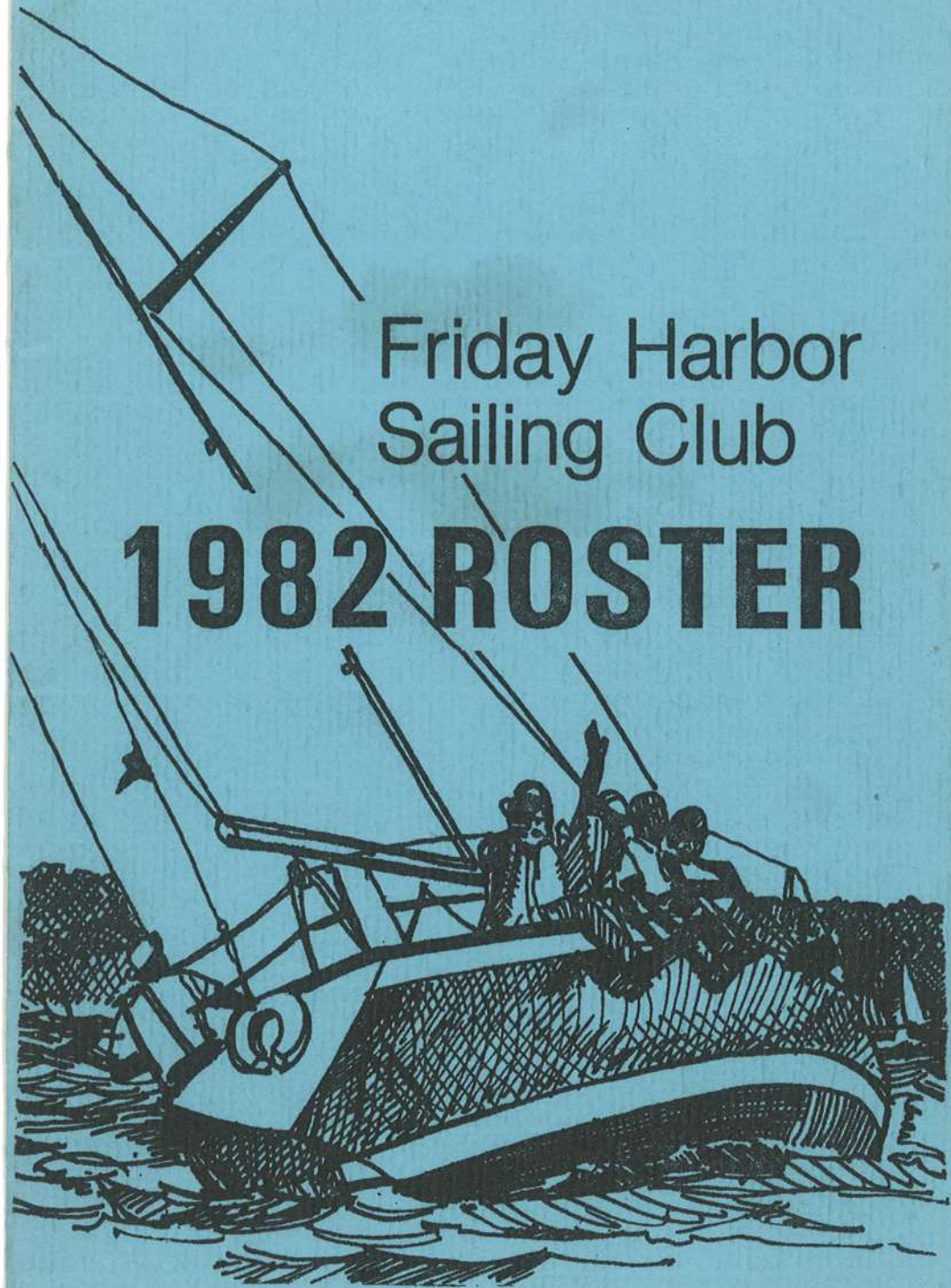


Grasshopper J-30'



Friday Harbor
Sailing Club

1982 ROSTER





Friday Harbor Sailing Club

P. O. Box 62 • Friday Harbor, Washington 98250

PURPOSE (Article II, By-Laws):

The purpose of this club shall be: To promote, advance, and encourage the sport of Corinthian or amateur sailing, particularly of yacht racing and cruising and racing facilities for its members; to hold and take part in sailboat races and regattas with other yacht clubs and associations and to cooperate and associate with them; to develop the friendship, sportsmanship and good fellowship of its members and the general public; to make more popular the yachting facilities of the San Juan area and utilize its possibilities; and to take part in and support other outdoor sports in the Pacific Northwest.

OFFICERS

Commodore Gary Boothman
 Vice-Commodore Peter Risser
 Rear-Commodore Bob Ankersmit
 Secretary Rod Mager
 Treasurer Tom Bogardus
 Fleet Captain Steve Swanberg
 Board of Trustees Bob Nichols
 Sunny Vynne
 Lance Sobel

COMMITTEE HEADS

Social Gary Boothman
 Membership Fred Krabbe
 Publicity Steve Swanberg
 Handicap Fred Krabbe
 Community Programs Bob Ankersmit
 Newsletter Rod Mager
 Program Peter Risser

1982 ACTIVITIES SCHEDULE

January 1 New Year's Day Regatta (Hangover Cup)
 January 31 Jack & Jill Race (FHSC)
 February 14 President's Day Race (Fred Krabbe and
 Charlie Nash)
 March 6, 7 Spring Cruise (FHSC) - Cruise to James
 Island, racing is optional.
 March 21 Spring Regatta (Boothman's Cabinets),
 Howard Dubois Memorial Trophy
 April 4 Ankermark Regatta (Ankersmit/Hallmark)
 April 24 Slocumb Marine Regatta
 May 1, 2 R.H.U.M.B. Regatta (FHSC) Roche Harbor
 Two days of competitive racing out of Roche
 May 15, 16 Around the Island Race (San Juan Island
 Yacht Club)
 June 2 Wednesday night Beer Can Races Begin!!
 June 19 Barge Cup (San Juan Ferry and Barge),
 Charlie Schmidt Memorial Trophy
 July 10, 11 The Complete Circuit (The Electric Co.),
 a cruise race
 July 24, 25 Summer Cruise (FHSC), destination yet to
 be determined
 August 7 Shaw Island Classic (San Juan Yacht Club)
 Sept 12 Summers End Race (FHSC), (Women Skippers)

(Continued)

1982 ACTIVITIES SCHEDULE

(Continued)

September 26	LeMans Race (San Juan Canvas)
October 10	First Fall Series Race
October 24	Second and Third Fall Series Races
November 7	Fourth Fall Series Race
November 14	Fifth and Sixth Fall Series Races
November 28	Seventh Fall Series Race

MAJOR NORTHWEST RACES:

March 27, 28	T.H.R.A.S.H. Regatta (Royal Victoria Yacht Club)
April	Southern Straits (West Vancouver Yacht Club)
May, 29, 30	Swiftsure Classic (Royal Victoria Yacht Club)
September	The Great Equalizer (Seattle Yacht Club)

CLUB MEETINGS

The Friday Harbor Sailing Club meets the second Tuesday of each month at 7:30 p.m., Basement of American Legion. The meeting dates are Jan. 12, Feb. 9, March 9, April 13, May 11, June 8, Cruise in July, Aug. 10, Sept. 14, Oct. 12, Nov. 9, Dec. Christmas Party.

MEMBERSHIP LIST

Ankersmit, Bob (Cindy Hallmark) P. O. Box 5 378-4852	"Windigo"
Bailey, Jo P. O. Box 425	"Sea Witch"
Barnes, Dick and Jeanne 4157 2371 Mitchell Bay Rd. 378-5160	"Barnstormer"
Bergsma, Craig and Sue 5155 E. Harbor Drive 378-4905	"Society's Pliers"
Blevins, Tom and Mary P. O. Box 752 378-4119	"Niord"
Boothman, Gary P. O. Box 255 378-2459	"Grasshopper"
Bogardus, Tom and Karen P. O. Box 1269 378-4942	"GALAHAD"
Bryner, Samantha P. O. Box 1053 378-2760	"Old Crow"
Champlin, David, Mary, and Janet 2027 Fir Lane 378-5192	"Naia VII"
Dittmer, Bob and Lorna 2490 B Channel View Dr. 378-2741	

MEMBERS

(Continued)

Gislason, Brad and Pat 5765 Neil Bay Rd.	378-4368	"Kapila"
Gottfried, Joan 1961 Smugglers' Hill Rd.	378-4228	"Merry Tom"
Grey, Chuck and Chris 5640 Davidson Head Rd.	378-2572	"Altair IV"
Hallmark, Cynthia (Bob Ankersmit) P. O. Box 5	378-4852	"Windigo"
Hertel, Greg and Lynette Higdon-Hertel 11 Mill Street	378-2818	
Hoepfner, Fred and Peg 2369 DeHaro Lane	378-4213	"Mariana"
Hurley, Pat and Hubbard, Cynthia P. O. Box 1382	378-2209	
Huse, Tom and Sue 7061 N. E. 137th Kirkland, WA 98033	823-6709	"Selchie"
Iverson, Jeff P. O. Box 842	378-4981	
Jewett, Roy and Penny P. O. Box 582	378-2048	"Tess"

MEMBERS

(Continued)

Krabbe, Fred and Bev P. O. Box 644	378-4442	"Lucky Lady"
Mager, Jack and Julie 1641 Oaks Place	378-4401	"Psyche"
Mager, Rod P. O. Box 774	378-4120	"Tatezi"
Mattoon, Doug 38 Cedar Street	378-4928	"Moonshiner"
McDuckston, Wes and Joey P. O. Box 70		
McKillop, Chuck and Robin 2570 Merrifield Rd.	378-2258	"Sounion"
Meredith, Palmer and Irene 4825 East Harbor Dr.	378-4336	"The Sunapee"
Moore, Rob and Jackie P. O. Box 491	378-2671	"Candide"
Musalo, Al and Joan 2020 Pear Pt. Rd.	378-5633	"Eagle"
Nash, Charles and Betty P. O. Box 93	378-2995	"Saltchuck" "Blue Eagle"

MEMBERS

(Continued)

Nichols, Bob P. O. Box 124	378-2934 (2101)	
Orvold, Leonard and Mildred P. O. Box 545	378-4302	"Petrel III"
Risser, Peter and Susan P. O. Box 752	378-4119	"Lutra"
Roberts, Gary and O'Conner, Marilyn P. O. Box 1375	378-5135	"Mandolin"
Schmidt, Chris 4033 - 27th West Seattle, WA 98199		
Slocumb, Jim and Mary Kay P. O. Box 651	378-2667	
Smith, Lee P. O. Box 742	378-5505	"Shawnlee"
Sobel, Lance and Joyce P. O. Box 1193	378-4921	"Mbura"
Sorensen, John P. O. Box 284	378-4082	"Wind Sniffer"
Strickland, Dave and Murray, Pam P. O. Box 86	378-4458	"Wind Song"

MEMBERS

(Continued)

Swanberg, Steve and Yvonne P. O. Box 1127	378-5504 (2949)	"Precursor"
Taylor, Art The Highlands, Seattle, WA 98177	378-0720	
Welch, Brad and Anita 5311 Janine Place	378-4198	"Teewinot"
Wilson, Capt. and Lyle P. O. Box 532	378-4959	
Vynne, Sunny and June P. O. Box 190	378-2231	"Alert"

ROSTER OF CLUB BOATS

NAME	SAIL NO.	TYPE	OWNER	PHRF	Q FACTOR	CLUB RATING
Alert	49444	C&C 34	Vynne	2.2	0	2.2
Altair IV	4	Monterey 32	Grey	5.35	0	5.35
Barnstormer	SJ 28	San Juan 28	Barnes	2.75	.65	3.4
Blue Eagle	59126	San Juan 28	Nash/Carlson	2.95	.70	3.65
Candide	S	Santana 27	Moore	3.25	.1	3.35
Eagle	none	San Juan 28	Musalo			
Grasshopper	59473	J-30	Boothman	2.1		2.1
Horizon	none	Westerly 26	Wilson	5.8	.4	6.2
Kapila		Sun 27	Gislason	3.75	.75	4.5
Klickitat	none	Columbia 21	Taylor/Philbrick	4.5	0	4.5
Lucky Lady	59012	San Juan 28	Krabbe	2.85	.05	2.9
Lutra	none	38' cutter	Risser			
Mandolin		Fast Passage 39	Roberts	2.55	.85	3.4
Mbura	1228	Santana 22	Sobel	4.0	1.3	5.3
Mariana	none	CT 41	Hoepfner	4.4	.5	4.9
Merry Tom		Nonsuch 30	Gottfried	3.1	.3	3.4
Moonshiner	59539	Newport 27	Mattoon	3.4	.05	3.45
Naia VII	37370	Frickson 32	Champlin	2.9	.4	3.3
Njord	none	Traveler 32	Blevins			3.8
Old Crow	360	Thunderbird	Bryner	3.4	.15	3.55
Petrel III	none	Cal 25	Orvold	4.0	.4	4.4
Precursor	785	Clipper 26	Swanberg	4.05	.2	4.25
Psyche	279	Thunderbird	Mager	3.35	.15	3.5
Salt Chuck	60	Columbia 21	Nash	4.5	.2	4.7
Sea Witch	none	29' sloop	Bailey			6.5
Shawn Lee	none	Westerly 26	Smith	5.8	.4	6.2
Society's Pliers		S-2	Bergsma	3.4	.25	3.65
Sounion		35' sloop	McKillop			
Tatezi	none	Cheoy Lee 32	Mager	3.7	.3	4.0
Teewinot	none	Yamaha 25	Welch	3.6	.4	4.0
Tess	US 290	Soling	Jewett	2.5	.3	2.8
The Sunapee	1676	Cheoy Lee 36	Meredith	3.2	1.0	4.2
Vulcan	39796	Ranger 24	Nichols, et.al.	3.65	.4	4.05
Windigo	59165	Catalina 27	Ankersmit/ Hallmark	3.3	0	3.3
Windsniffer		Tanzer 22	Sorenson	3.9	.4	4.3
Windsong	487	Erickson 27	Strickland	4.1	0	4.1

NOTES

Novice skipper wins in President's Cup

March 3, 1982 The Journal

Something happened to a small news item on the way to the newspaper. It didn't make it. It was duly written, typeset, proofread, and dummied in to a page of the Journal, but it never showed up.

That little story was the report of the President's Day Sailing Race and probably of interest to sailors only—especially since only three boats finished out of the 16 that started.

But around the Journal office, that was a story of great magnitude. Unknown to the rest of the world was THE FACT that the winning skipper of the race was our publisher—Larry Duthie. He skippered Fred Krabbe's Lucky Lady to a first place in that race, held on a miserable rainy Sunday with light-to-variable-to-nothing winds. His crew included his "sweet wife, Roz"; Steve Wilhelm, another Journal reporter; and Greg Krabbe, the son of the boat's owner.

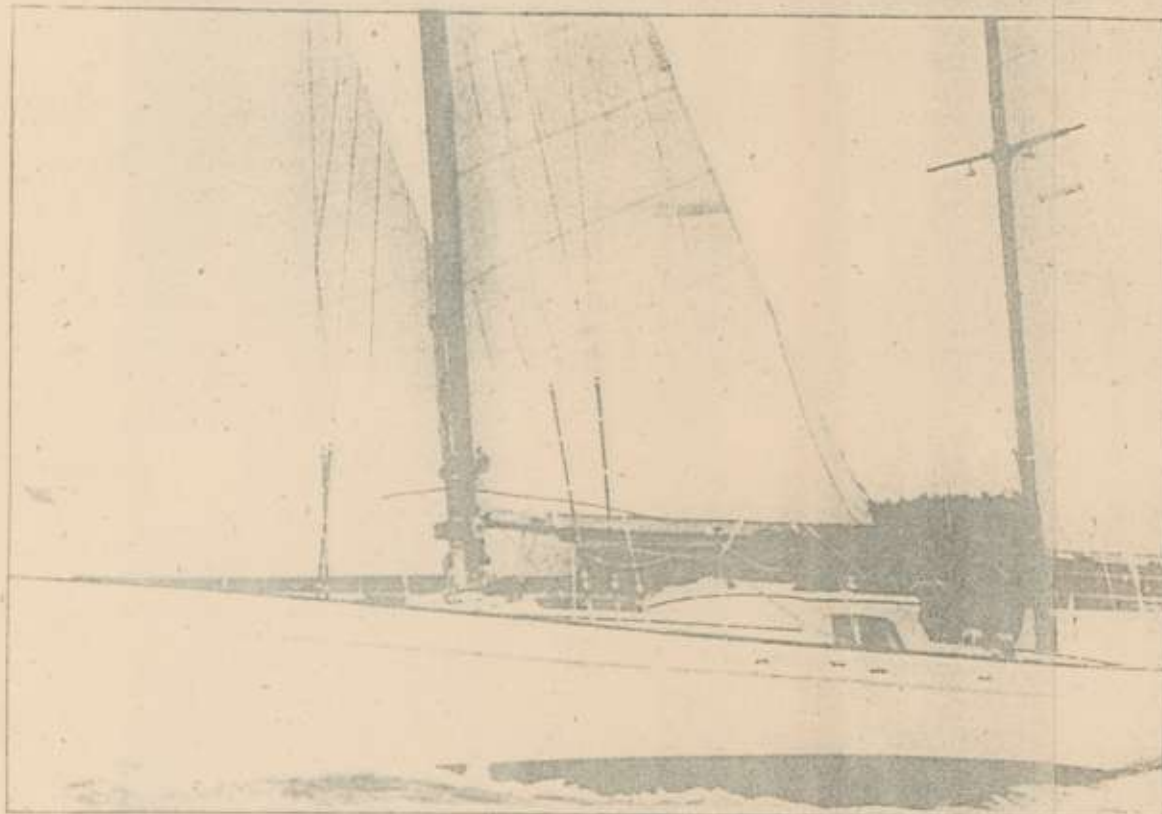
Now, Larry has not been sailing very long, and for him to best Sunny Vynne—who really is a world-renowned sailor—he placed second in Alert) and Bob Ankersmit and Cindy Hallmark, third place in Windigo, was a real plum, and I got to hear all the details first hand (several times) the day after the race—that was a day Larry's feet never touched the floor.

I arrived on the island in my boat a few months after the Duthies in 1978. They had acquired a marvelous old boat they named Fred, which they rowed about. But they got the boating bug and within a short time after I came, they bought Old-Timer, a classic wooden cruiser; sort of a miniature Lake Union dreamboat. We made a couple of cruises with our boats to Reid Harbor.

The Duthies bought an El Toro sailing dinghy last summer. Larry took up sailing. By then he knew the basic terms, such as mast, boom, "come-about," and he had a great

In the wake of the 'Witch'

Jo Bailey, Skipper of the Sea Witch



Endeavor, Bill Cumming's steel yawl, moves along smartly during a recent race in Friday Harbor.

time sailing the Toro and teaching daughter Kassie.

Sometimes you become addicted to sailing without being aware it's happening—and then it's too late.

Next thing we knew, Larry and "sweet wife Roz" had signed on as crew for Fred in the fall series. On Monday mornings, instead of talking news, we discussed the race, and strategy and the fun. Larry's eyes would shine as he recounted each move, the jockeying at the starts, setting

the spinnaker, rounding the buoys. I recognized the symptoms—my boss had turned into a dyed-in-the-wool sailor.

Then the great day came. He burst into the news room with a grin from ear to ear. "Fred asked me to skipper Lucky Lady in the Presidents' Day Race?" (Fred and Charlie Nash were sponsoring the race and would be on the committee boat, so Fred couldn't sail.)

He organized his crew and talked about the race whenever possible. When the big

day came on Feb. 14, I walked down the dock to register for the race and decided against it. It was flat calm and pouring down rain. There was no way I could make the Sea Witch move in that kind of gloomy weather.

I watched as Lucky Lady motored smartly into the harbor from her mooring at the south end of the bay. Her sails were hoisted and the race started. She seemed in a good position. I gave up and went home.

Every once in a while during the day I checked on the rain, the murk, and lack of wind.

Of the 16 boats that started, all but three came slowly powering back to their moorings all afternoon, without having finished the race—crew members soaked. The other three boats hung in there and somehow had enough wind and current to get around Jones Island and back somewhere around 6 p.m.

The next day at work we saw a triumphant Larry. He glowed like a neon sign.

"How was the race?" I asked, almost afraid to hear his answer.

"Oh, not bad," he said casually, grinning ear-to-ear again. Then he couldn't stand it. "We won! We beat Sunny Vynne! We won the race!" He was absolutely ecstatic. "I wasn't going to tell you, I was going to wait until you called Steve Swanberg for the results but I just couldn't stand it!"

Then as editor Bill Ristow suggested we both "get back to work," Larry regaled me with the crew's heroism and derring-do and all the wonders of the race. "I've got to get my own sailboat some day," he finished.

Then the capper: "Fred asked me to race Swiftsure this year with him!" Ahh, Swiftsure—the biggy in Northwest racing!

And to think, when I first met Larry he didn't know a bowsprit from a boomkin.

fifth, John Dustrude, Island Bird.

The crews were as brave as the skippers in setting out in the cold wind, and all of them are to be commended.

The next race sponsored by the Friday Harbor Sailing Club will be the third annual Jack and Jill race on Sunday, Jan. 31. In addition to the standard PHRF rules, the rule for the race is one male and one female only aboard, with either serving as skipper. Skippers' meeting will be at 10 a.m. at the Port dock with the race scheduled to start at 11 a.m.

Five skippers threw caution to the wind and participated in the icy Hangover Cup Race on New Year's Day. All the rest of the sailors were home in front of their warm fires, nursing really severe hangovers or watching the football games.

The five brave sailors, and the order in which they placed, were, first, Jake Mager, Psyche; second, Doug Mattoon, Moonshiner; third, Dave Strickland, Windsong; fourth, Gary Roberts, Mandolin, and



By Al Cummings

Al the Beachcomber

Jack Mager wins Jan 13/1982
a chilly hangover cup

Tack & Tell Race 1982 ~ Jan. 31
won by Samantha Bryner
on "Old Crow"

Samantha Bryner



Cindi Hallmark (Tangborn)



Samantha Bryner
Cindi Hallmark
(Tangborn)

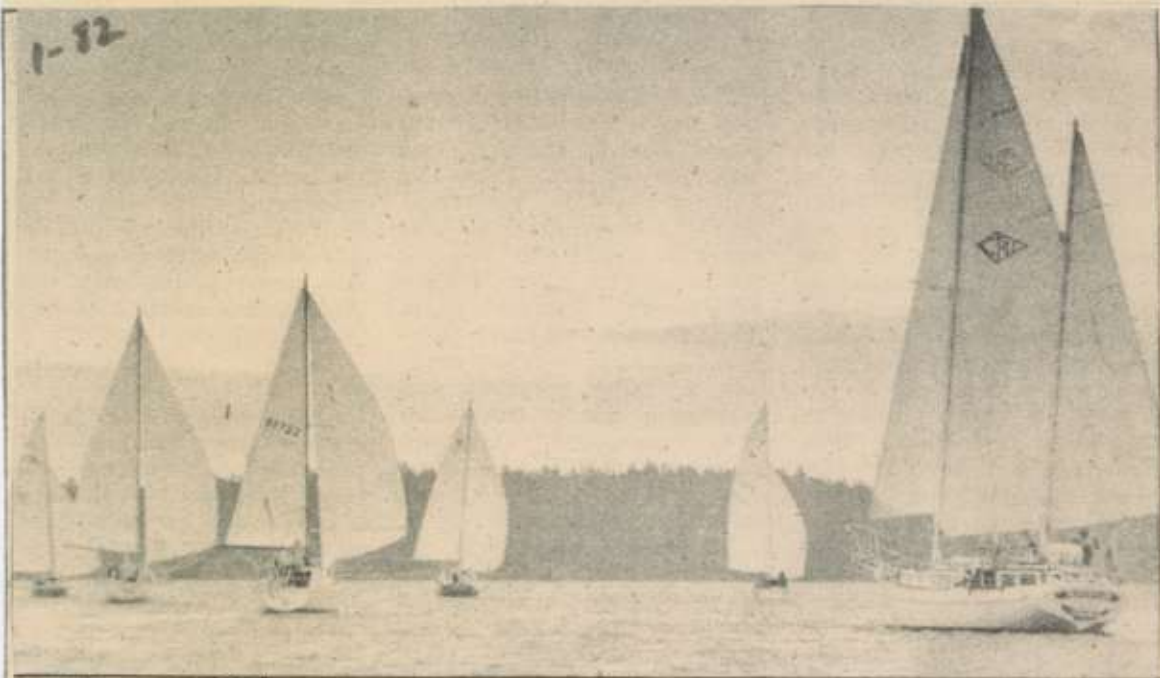
"Old Crow" ~ Samantha Bryner



In the wake of the 'Witch'

Feb 3, 1982

By Jo Bailey, Skipper of the Sea Witch



Jo Bailey photo

1-82
Jan 31/82
One of the great pluses of racing the Sea Witch is that you get superb views of the transoms of all the other racers—at least for a while, until they get too far away to photograph. This photo of last Sunday's Jack and Jill Race shows most everyone running downwind wing-and-wing. The annual couples' race was won by Samantha Bryner and Pat Nash in Old Crow.



^{1/82} Old Crow wins in Jack & Jill

Samantha Bryner and Pat Nash sailed Old Crow to first place in the Jack and Jill race Jan. 31 in Friday Harbor. Finishing about a half-minute behind them on corrected time were Scott and Barbara Hutchison in Lightfoot.

Pat Hurley and Cynthia Hubbard were third in Psyche in the annual couples' race. Weather was mild and winds light to nil at times, with currents near Reid Rock ebbing strong as the last of the 16 boats fought to round the final mark. Two boats dropped out.

Last year's winning boat, Lucky Lady, with Fred and Bev Krabbe, was first over the finish line, but finished in seventh place on corrected time.

Others placing in the race were fourth, Red-Eye Express,

Ian and Betsy Wareham, Orcas Island; fifth, Moonshiner, Doug Mattoon and Sally Ledgerwood; sixth, Manolin, Gary Roberts and Marilyn O'Conner; seventh, Lucky Lady; eighth, Precursor, Steve and Yvonne Swanberg; ninth, Tatezi, Rod Mager and Carolyn Nisbet; tenth, Rainbird, Lee Brewer and Merry Ann Marble; eleventh, Endeavor, Bill Cumming and Paula Paulson; twelfth, Kapila, Brad and Pat Gislason; thirteenth, Petrel, Leonard and Mildred Orval; fourteenth, Sea Witch, Jo Bailey and Al Cummings.

The next race by the Friday Harbor Sailing Club is the President's Day Race, sponsored by Charlie Nash and Fred Krabbe, on Sunday, Feb. 14.

Rainbird wins shortened Round the Island race

May/82

Lee Brewer, singlehanding his schooner Rainbird, was winner of the Saturday portion of the annual Round the Island race sponsored by the San Juan Island Yacht Club. Twenty-three boats sailed the race. Brewer won the Karl Loveland perpetual trophy.

The Saturday race, with winds about 15 to 18 knots, was a fast one, with everyone arriving at Snug Harbor in Mitchell Bay by 1 p.m. after a 9 a.m. start. Dick Barnes provided hot dogs and refreshments at a party for the sailors at Snug Harbor.

The Sunday race was called off about 4:30 p.m. when light air and strong flooding current stopped the leaders just north

of Point Caution as the 17 boats tried to get back to Friday Harbor.

Race chairman Fred Krabbe said that boats caught good breezes as they headed south Saturday morning after a slow start, and after they passed Cattle Point had to stay near the shore to take advantage of the current. "It was a beautiful race day," he said.

Other winners in the race were, second, Old Crow, Samantha Brynner; third, Candide, Rob Moore; fourth, Merry Tom, Joan Gottfred; fifth, Lucky Lady, Fred Krabbe; sixth, Precursor, Steve Swanberg; seventh, Mariana, Fred Hoepfner; eighth, Windstalker, Dick Whiting; ninth, Tess, Roy Jewett; tenth, Baginreays, Dave Reay.

Grasshopper, skippered by Gary Boothman was first to finish, followed by Tess and Lucky Lady.



Bryner's Old Crow Wins Barge Regatta

6-82
Samantha Bryner's wooden Thunderbird corrected out over the 10-boat fleet in the Third Annual Barge Cup Regatta to Sucia Island from Friday Harbor this past weekend. The name of her vessel, OLD CROW, is to be engraved on a bar of the Charlie Schmidt Memorial Trophy.

The race was initiated by Al Jones of Henry Island, owner of San Juan Ferry and Barge Company, operator of the MV Nordland mini-ferryboat, skippered by Dave Strickland of San Juan Island.

The perpetual trophy is in memory of the late Charles C. Schmidt, Friday Harbor lawyer, an old pal of Jones'.

Second place in the Saturday race was WINDSONG, Strickland's Erickson-27, skippered by Vern Tator of Henry Island. Third went to Lee Brewer's schooner RAINBIRD.

Four or five dinghies were packed to the race terminus aboard the NORDLAND.

Winners were announced at a Saturday evening family cookout ashore.

Old Crow sails to win in Barge Cup Race

The weather couldn't have been more perfect for the sailboat race June 19 to Sucia from Friday Harbor, except for a lack of wind and strong currents at the wrong moment which prevented three of the 10 boats from finishing. The race was the third annual Barge Cup Race sponsored by the Nordland Barge.

Samantha Brynner skippered Old Crow to a first place win in the long, sunny race, crossing the finish line Shallow Bay on the northwest side of Sucia first on corrected time.

Second was Windsong, skip-

pered by Vernon Tater, with Lee Brewer singlehanding Rainbird in to third place.

Other finishers were fourth, Mandolin, Gary Roberts; fifth, Grasshopper, Gary Boothman; sixth, Moonshiner, Doug Mattoon, and seventh, Windigo, Bob Ankersmit.

Those boats not finishing were Precursor, Steve Swanberg; Sunion, Chuck McKillop, and Sea Witch, Jo Bailey.

A hot dog roast on the beach, swimming, hiking and fishing wound up the rest of the weekend for the sailors.



Sunny Vynne scarcely needs an introduction to boaters in the Pacific Northwest, so wide is his reputation in the sailing fraternity. That he is a member of the Washington State Parks Commission may not be quite as well-known a fact, but he is as dedicated to that unpaid position as most persons are to a high-paying executive office.

He has made tremendous contributions to both of those major concerns in his life, and his love of sailing has earned him a number of honors—some of which he discusses only reluctantly because of his natural shyness.

Park

He was first appointed to the Parks Commission by then-governor Dan Evans, who is now president of Evergreen State College in Olympia. They met through a common interest—sailing, of course.

"Dan asked if I was interested and I had mixed emotions," Sunny remembers. "But he convinced me because of the Youth Corps, which really excited me, and the marine parks aspect. It has been a wonderful experience, especially working with the staff people. People like Wil Lorentz (manager of several marine parks in the San Juans) are terrific. They are devoted and dedicated and work a hell of a lot of hours and they love it."

Sunny served under both Evans and Gov. Dixy Lee Ray, then was reappointed to the position by Gov. John Spellman in January. He is not without his critics, however, and occasionally has had run-ins with eastern Washington members of the legislature who have roundly criticized the "rich yachtsmen" in the Puget Sound country. Sunny and his followers have come up fighting, kept the marine parks viable, and assured the legislature that most boaters are not "rich yachtsmen," but more than likely family people enjoying the waters, often in small boats.

The Youth Corps is particularly satisfying for Sunny.

"We take youngsters between 15 and 18 years old, most of them with problems, who have been referred to us. They go out into the parks for work experience.

"One of the most touching things happened at Flaming Gorge State Park on the Green River after a winter youth program there. We were at graduation ceremonies. I sat opposite a black woman who said the program had been the finest thing ever to happen to her son and she couldn't thank the parks department enough.

"Well, after lunch, I bumped into her son and he asked if I was there to give out diplomas. 'Mister,' he said, 'could you NOT give me a diploma?'

"When I asked why, he said, 'So I could flunk and work for the park department all over again.' It brought tears to my

Sunny Vynne

June 22/1983



Sunny Vynne

Richard Bremner photo

the sailor's sailor

July 22, 1983
Sunny Vynne:
classic sailor

The Brown Island resident has been out on the water for most of his life—ever since hay fever nipped a budding career as a golfer back when he was 12. C-1

eyes. Well, we got him in the program again and now he's actually a park assistant."

The complete sailor

When Sunny went to the Pacific Coast Yachting Association meeting in Vancouver last January to talk about the state Parks Commission, he was also presented with the prestigious Charles Langlais Trophy. The trophy is awarded for "exceptional, outstanding, and meritorious service to the sport of yachting." It's not just for winning races, but "for seamanship and such success as that which encourages sportsmanship or any achievement which shall protect and promote the sport of yachting in its broadest configuration."

"I was really pleased to get it, but I was so surprised I was simply dumbfounded," Sunny recalls.

A resident of Brown Island in Friday Harbor for the past five

years, Sunny traces his love of sailing back to when he was a youngster yearning to become a pro golfer—scarcely an auspicious sailing start.

"My father was a superb golfer—in fact, he could have been a professional. He encouraged me to play and I had dreams of being great. But I had such awful hay fever that I just couldn't play golf. So, for my 12th birthday, Dad gave me five sailing lessons at the Orchard Lake Club outside of Detroit, where we lived. When Dad went to play golf, he'd drop me at the lake and I'd sail every Saturday and Sunday while he golfed. The first time I went out, that did it. I figured, This is it! I was sailing 14-foot gaff-headed catboats then."

The Vynne family moved to Seattle shortly after his adventure with sailing began, and Sunny—actually, Eustace Vynne, Jr.—was given an 11-foot Moth by his uncle. He

began to build as well as race sailboats, and he built 12 flatties (Geary-10's) during high school and his first few years at the University of Washington, working with Bob and Otis Lamson.

In 1939 he bought his first Star Boat, and admits to winning "my share of the races" in the two-person boats. (In fact, he was Pacific Coast and Northwest champion.) But he's proudest of the Captain Griffith's Cup, which he and his wife June won in Victoria in 1946.

"The Star, 22 feet, eight inches overall, is the greatest of all—the finest one-design sailboat there is," he says enthusiastically.

The day the boat went down

Sunny is more likely to tell stories on himself than to dwell on his awards, and he relates an experience in November,

1955, in his Star, the Alcor, in which the boat sank in 190 feet of water.

"We were racing in Lake Washington and it was just blowing like hell. Everyone else had quit. Our leeward backstay was loose, and when we eased the main sheet (the rope controlling the sail) the boom hit the backstay and the boat just laid over flat and the wind kept her over. The boom wouldn't release and the stern went under. Air held the bow up and we hung on, but that 900 pounds of cast iron on her keel was too much and she sank. The Seattle Yacht Club race committee boat thought we had a broken mast and started for us. By the time they got to us the boat had sunk. We were really cold and tired when they fished us out."

For the next 30 days Sunny and others were out hunting for the Alcor from a fishing boat rigged with a grappling hook, searching near where they had set a buoy when the boat sank.

"On the day we figured would be the last hunting day for us, we pulled up the buoy and sent down the grapnel. It hooked on something right where I knew the boat had gone down. We had hooked it under the backstay, and we pulled on it easy and, sure enough, we got Alcor back up. My dad gave me a pewter mug with that date on it."

Intrepid

No story on Sunny would be complete without mention of the Seattle Sailing Foundation, and the tremendous effort he made to launch the yacht Intrepid as an America's Cup contender in 1974.

"That was a once-in-a-lifetime experience," he comments enthusiastically. He took a six-month leave of absence from his job and worked full time raising funds for Intrepid. He sailed on her, and helped with crew selection. And, looking back on it all, he reflects, "I have tremendous respect for Ted Turner (who sailed the winning Valiant). But they had an 'I'd rather be sailing Intrepid' bumper sticker on Valiant!" (As did most of us on our cars back in those days.)

The sailing foundation eventually started a sailing center at Fort Worden, in Port Townsend, with funds from the sale of Intrepid. They now have nine Thistles (17-footers) and two 16-foot Boston Whalers, and it's developing into a sailing center for college and U.S. Yacht Racing Union sailors.

Sailor of the Year

When you think about it, it's not hard to understand why Sunny was named Sailor of the Year by the Seattle Yacht Club in 1980, and was commodore of the Corinthian Yacht Club (1969-69), and commodore of the Pacific Coast Yachting Association (1980).

"Sailing has been a real satisfaction for my family. We've all enjoyed and loved it. I'll never be able to put back into sailing all that I've gotten out of it."

Mar 21, 1982
**Local boat wins
in Victoria race**

The sailboat Windigo, skippered by Bob Ankersmit and Cindy Hallmark of Friday Harbor, placed first in class at the annual THRASH Regatta in Victoria, March 27 and 28. Seven Friday Harbor sailboats raced in the event, which included "tight competition, heavy winds, collisions, gear breakages and a lot of confusion," according to Hallmark.

The boats were divided into two major classes during the regatta, with the larger ones racing IOR in Haro Strait and the smaller ones racing PHRF in Oak Bay on both Saturday and Sunday.

Local boats and skippers competing in the "Thank Heavens Racing and Spring (are) Here" regatta, sponsored by the Royal Victoria Yacht Club, included Grasshopper, Gary Boothman; Alert, Bob Vynne; Moonshiner, Doug Mattoon; Windsong, Dave Strickland; Candide, Rob Moore; and Psyche, Jack Mager.

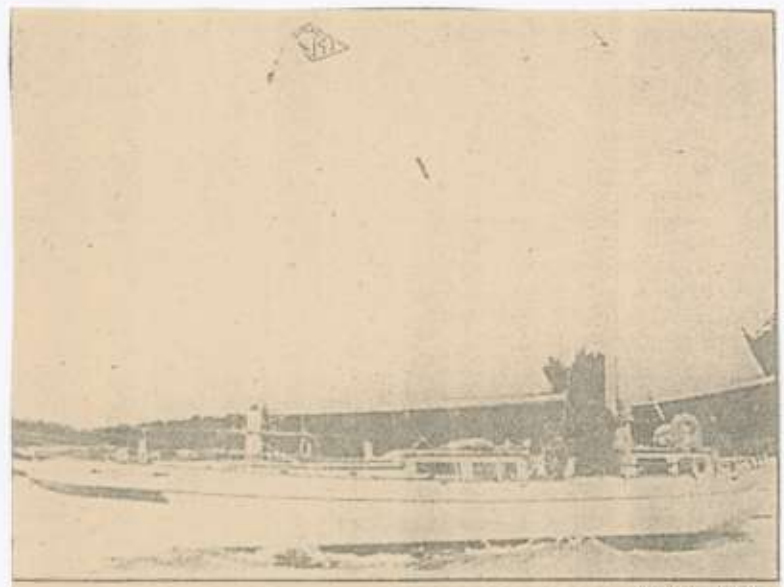
Mar 28, 1982
**Windigo wins
Spring Regatta**

The 6th Annual Spring Regatta was sailed last Sunday on one of those incredibly beautiful spring days that happen in the Northwest, and Bob Ankersmit and Cindy Hallmark took advantage of every breath of wind to sail Windigo to a first place victory.

The regatta consisted of three races for the 12 boats from Parks Bay around Low Island, Neck Point, Reid Rock, and a finish back in Parks Bay. The regatta was sponsored by Boothman's Cabinets in Friday Harbor.

Sunny Vynne in Alert won second place with Scott Hutchinson in Lightfoot taking third.

Others in the race were, fourth, Jack Mager, Psyche; fifth, a tie between Rob Moore, Candide, and Doug Mattoon, Moonshiner; seventh, Steve Swanberg, Precursor; eighth, Dave Strickland, Windsong; ninth, Palmer Meredith, Sunapee; tenth, Rod Mager, Tatezi; Eleventh-place tie, Lee Brewer, Rainbird, and Bill Cumming, Endeavor.



Jo Bailey photo

Fred and Peg Hoepfner sailed around Vancouver Island last year in their ketch, Mariana, pictured here in a local sailing race.

July 28, 1982
Six finish Benson Cup race

Only six boats finished the 18-mile Benson Cup Race Sunday, out of 17 starters, but the annual race netted \$170 for Orcas Children's House in spite of the light airs, rip tides, and strong currents.

The race, a memorial to Father Benson and a benefit for the pre-school, goes around Waldron Island, either direction, from a starting and

finishing line between Jones and Orcas Islands. It is sponsored by the Orcas Island Yacht Club.

Winners of the race have not yet been figured on corrected times, but the order of the six boats finishing the race was announced yesterday.

First to finish was Gary Boothman of Friday Harbor, last year's winner, in Grasshopper. His elapsed time was 5 hours, 37 minutes. Steve Swanberg, Friday Harbor, was second to cross the finish line in Precursor, in 5:59.

Rod Mager, Friday Harbor, finished in Tatezi in 6:03:32 with Krist Martinsen, Orcas, sailing a Dragon, right on his stern at 6:03:33. Stan Miller was just behind in his Blanchard, Starfire, with an elapsed time of 6:04. Sixth across the finish line was Jesse Adams, Orcas, in Passing Fancy, 7:30:48.

April 21, 1982
**In the wake of
the 'Witch'**



Jo Bailey, Skipper of the Sea Witch

There is no end of activity for boaters in the San Juans, be ye power or sailor.

The Third Annual R.H.U.M.B. Regatta is all set for Saturday and Sunday, May 1 and 2, at Roche Harbor, and it is sponsored by the Friday Harbor Sailing Club.

The following weekend, May 7, 8 and 9, is a First Annual Free Boating Clinic and Semi-

nar put on by Islands Marine Center and the Islander Lopez at Fisherman Bay on Lopez.

The regatta is open to all P.H.R.F. rated boats and Saturday will see either a long race of 10 to 15 miles, or a series of shorter races, depending on the wind conditions. A final race on Sunday will be shorter to allow plenty of time for visitors to return home.

There is a \$15 entry fee for pre-registered boats (\$20 for those registering on race day) and it includes moorage at Roche on Friday and Saturday nights.

For more information call Steve Swanberg, 378-2949 days, 378-5504, evenings; Fred Krabbe, 378-4171 days, 378-4442 evenings; Gary Boothman, 378-2459 days.

Slocomb Marine

A Shipyard in Your Back Yard



MARY KAY AND JIM SLOCOMB stand at entrance to truck containing Jim's boat repair equipment.

Calling Slocomb Marine to work on your boat is "like having a shipyard in your back yard," according to owner Jim Slocomb.

He has his equipment all set up in the box of an 8'x20' truck, which he'll bring to a public dock, or even your own private dock if you like.

He's equipped to handle any

mechanical repair or installation — gas, diesel, or electric — and any systems repair or installation as well.

Jim has worked at shipyards on the island for about three years and in Southern California before that. He has degrees in engineering and machine technology.

He offers special rates for members of the San Juan Island Yacht Club, the Friday Harbor Sailing Club, and the Friday Harbor Power Squadron.

Jim's wife, Mary Kay, works at the Sweet Tooth Saloon.

September 8, 1982 The Journal

Just two finish Hein Bank race

Nearly two dozen sailboats started the Hein Bank Race Sunday, but only two finished. Lack of winds and foul cur-

rents near the finish line caused most boats to drop out of the first annual race into the Strait of Juan de Fuca and return.

Rob Moore, skippering *Candide*, was first and Fred Krabbe in *Lucky Lady* was second in the race, while the rest of the fleet washed back down San Juan Channel as the current turned and the ebb carried them back toward the strait.

Racers did drop the hook at the finish line at Turn Island for a picnic and commiseration on the lack of cooperation from the currents. Other than the fact that only two boats finished, it was a great race.

LeMans sail race Sunday Sept 22, 1982

The Second Annual LeMans Sail Race is set for Sunday, Sept. 26, in Friday Harbor, starting at 11 a.m.

Each boat must anchor near the committee boat stationed in Beaverton Bay, between the port docks and the Friday Harbor labs. One crew member must be on the committee boat when the starting gun fires. That crew person must row in a dinghy to his own boat and climb aboard before the anchor can be raised, securing the dinghy by either towing it

or carrying it on board during the race.

At the end of the race—the course will be set that morning—the boat must anchor and the crew person row back to the committee boat. Cut off time is 5 p.m.

A potluck dinner will be held in the San Juan Canvas shop, co-sponsors of the race with the Friday Harbor Sailing Club, following the race. Everyone is welcome. Call San Juan Canvas at 378-4119 for more information.



Bill Cumming
"Endeavor"



Gary Boothman
"Grasshopper"
Sail no 59473
530
2nd in class
4th overall

Rhumb Regatta ~ May 1-2 1982
24 Boats sailed in this regatta



Bruce Kenning
"Hay Tor" Sail No 29279
Hotfoot 27
First in class
First overall



Donald Wilson
"Will o' the Wisp"
Sail no 29647
Peterson 41
3rd in class
2nd overall



Ross Nason
"Penobscot"
Sail no 9
44' Sloop
11th in class
23rd overall

Ross Nason
"Penobscot"
Reel Spinnaker
11th in class
23rd overall



Gary Boothman
Grasshopper
Green/yellow/white
Spinnaker
2nd in class
4th overall



Rob Moore
"Candide"
Sail no 59826
Santana 27
3rd in class

Photos and Information
by Bill Evans

Calligraphy by
Ruthmary Rice

David Reay
"Baggin Reays"
Sail no 29705
Irwin 30
7th in class
10th overall



Gordon & Anne Cooper
"Skywalker" Sail # 29697
Cal 3-30
6th in class
11th overall



Bill Carley
"Cygnus"
Sail # 29629
CIC 25
5th in class
12th overall



ROSS NASON
"PENOBSCOT"
44' SLOOP
RED & BLACK
SPINNAKER



Unknown





*Sunajee
Palmer - Irene Meredith*



Whisker - John Dickinson

Meet the writers *Springtide 1982*

Jo Bailey-Cummings and Al Cummings, who did the writing and most of the photos for this issue of *SPRINGTIDE*, are Journal staffers and freelance writers. They are also San Juan Island Boat People—living in the port of Friday Harbor. Jo is skipper of the 29-foot sailboat "Sea Witch," and Al is skipper of the 50-foot cruiser "Roanoake."

She is a general assignment reporter and photographer and writes the weekly waterfront column "Wake of the Witch." Al writes the weekly column "Beachcomber." Both have won awards for their writing in Sigma Delta Chi and Washington Newspaper Publishers' Association competitions.

Jo is a native Washingtonian who has lived in Friday Harbor nearly four years. Al is a former 30-year resident of Seattle who has been in the islands three years.



*Tandelayo
Maximo - Paul Schwedler*



Born Again - Jack Mager

Results from Swiftsure race 6/2/82
Race May 29-30, 1982

Five local sailboats and several dozen sailors represented the San Juans in the Swiftsure and Juan de Fuca Race over Memorial Day Weekend, but none of the boats placed in the winning circle, and one went aground in the fog.

Among the boats were Alert, Sunny Vynne; Grasshopper, Gary Boothman; Windigo, Bob Ankersmit; Lucky Lady, Fred Krabbe, all of Friday Harbor Sailing Club; and Swallow II, Phil Johnson, Orcas.

Sid Karnikis, and Betsy and Ian Wareham of West Sound crewed on Tsunami, Connie Moran's boat from Seattle.

Lucky Lady, which last year won the shorter Juan de Fuca race, was not damaged in her grounding.

There were 265 yachts in this year's 136.2 nautical mile race from Victoria to Swiftsure Bank, with Octavia, skippered

by Stewart Kett of Watsonville, Calif., crossing the finish line in 39 hours, 24 minutes 17

seconds. Another 193 boats sailed the shorter 75.6 nautical mile Juan de Fuca Race.

San Juan Boats Score In Swiftsure Regatta

May 29-30 1982

FRIDAY HARBOR — Local winners in the Memorial Day Weekend Swiftsure Regatta on the Strait of Juan de Fuca deserve a sip from the perseverance cup.

While many a fast sailor with seasoned crew dropped out, Fred Krabbe's LUCKY LADY, Bob Ankersmit and Cindi Hallmark's WINDIGO and Gary Boothman's GRASSHOPPER kept sailing, to score First, Second and Third, in their respective classes.

"It's a matter of how few mistakes you make," Krabbe commented later, "and we only made a couple."

His San Juan-28 finished first overall on the 80-mile, Juan de Fuca course of the Royal Victoria Yacht Club's annual event and also first in division. Crew members were Greg Krabbe, Rob Moore, Rod Mager, Jack Mager and Steve Swanberg.

The Ankersmit/Hallmark Catalina-27 won second place honors in Div. H-Class VI, also over the Juan de Fuca course, which starts on the shelf south of Victoria Harbor -- around a mark in Clallam Bay, near Se kiu,

WA -- and back to the finish line, across the entrance to Victoria Harbor.

"We thought a lot of boats had finished ahead of us," Ankersmit said in explaining maneuvers during the closing hour of competition.

WINDIGO crew was Dave Merner, Doug Mattoon and Pat Hurley, owners sharing skipper duty.

From Victoria around Swiftsure Bank and back, approximately 135 miles, Boothman's J-30

(Continued on Page 4) 1992

More SWIFTSURE WINNERS (from Page 1)

from Victoria around Swiftsure Bank and back, approximately 135 miles, Boothman's J-30 GRASSHOPPER, Sailing Div. D,PHRF, crew was Lance Sobel (navigator), Lee Smith, Jim Cumming (cook and morale officer), Ken King and George Leighton.

In addition to unfavorable current, lack of wind and dense fog near Swiftsure, some mis-communication problems developed with Canadian Forces race flagship sounding its horn and then not sounding its horn. Less than half of the 260 starters finished the course.

"We'd get some gusts and get sailing five knots or so, and then it would die and we'd drift - for hours." Skipper Boothman recalled.

"We were seven hours in Clallam Bay!" Ankersmit commented later, "chasing catspaws (wind-rippled areas)." I awoke after a few hours nap to find the boat in the exact position -- only they (the crew) had somehow gotten around the mark, leaving a whole flock of boats back on the beach."

Hurley called one rainy spell the "wettest! -- big drops were actually bouncing back up from the surface."

A total of 462 boats began the classic, and just about all were moving out well a few hours after the downwind start, into what turned into a more than around-the-clock sailing, drifting boat race.

GRASSHOPPER competed with 78 other craft; LUCKY LADY, 95; and WINDIGO, 61.

Circumnavigating Vancouver Island

The Journal October 13, 1982

In the wake of the 'Witch'

Jo Bailey, Skipper of the Sea Witch



This is the second installment of Fred and Peg Hoepfner's circumnavigation of Vancouver Island in 1981 aboard their ketch Mariana.

The Hoepfners stayed two days in San Jose Bay then sailed the 20 miles to Winter Harbor in Quatsino Sound. A troller then towed them the next 25 miles to Coal Harbor where a local resident offered a replacement for their oil cooler which had ceased to function several days earlier in 50 to 55 knot winds shortly after rounding Cape Scott.

But their problems weren't over. The next morning, after running under power for about an hour, Fred noticed the prop wasn't turning.

"What's the matter now, Fred?" asked Peg, with her inevitable question. And they sailed back to Coal Harbor for help. Diagnosis there was that the drive plate had disintegrated. The plate looks like an automotive clutch plate and functions as a vibration dampener between the diesel engine and the transmission. A new one was found in Vancouver and two days later a young mechanic and Fred installed the repaired transmission.

"Those of you who have worked in the bilges of a boat understand the frustrations, blood, sweat, and yes, almost tears that it took to bolt up a

150-pound gear box in the vee section of a sailboat's bilge," Fred wrote. "The test gear tested out OK and we sailed forth once again."

"The sail down and out of Quatsino Sound was most pleasant. The heave of the ocean swell was dampened by the steady press of the wind in our sails as we crossed Brooks Bay under sunny skies. Then as we raised Cape Cook on the western end of Brooks Peninsula, it started all over again. Increasing wind was marked by threatening clouds. By the time we could see the white breakers off Cape Cook we were tacking, rail awash, under a single reef. The main

was doused as we doubled the cape, and then bore off a bit for Naspart Inlet in Checleset Bay, logging seven knots under jib and mizzen. Just as we anchored in a little bight Peg spotted her first black bear next to us on the beach.

"Our next destination was Kyouquot Sound and the course lay through a real rock patch. The Canadian Sailing Directions offered less than complete confidence by remarking that most of the rocks would show as breakers. With little or no wind next morning we motored forth with the mizzen to act as a steadying sail in the heavy swell.

"With only about three more miles to go through the rock patch, Peg stuck her head up the companionway and said, 'I smell steam' and of course asked, 'What's the matter now, Fred?' A glance at the gauge confirmed. I chopped the engine immediately and ran forward to hoist sail while Peg took the helm and sheets. The mizzen kept us luffing until the sails were trimmed to catch the breeze which just came up, and just in time to claw our way from rocks that were spouting geysers 50 feet into the air from surf. I didn't know if the anchor would hold in that, but I readied it anyway."

The Hoepfners finally found an anchorage and Fred discovered that the salt water pump had cracked across a bolt hole and the pump was hanging by the second bolt. "After talking to the pump in sail fashion for five minutes, the idea came that maybe I could put a flat washer over the cracked portion, line up the base and heave down on the bolt. I did, it worked and we motored cautiously into Walters Cove and secured to the wharf.

"We celebrated our apparently lucky repair when Peg baked a chocolate cake and invited two soggy and disheartened trollers to share cake and coffee with us. We spent the balance of the evening discussing things to see during the rest of the voyage. Kyouquot Sound, here we come."

Mariana spent some time cruising Kyouquot Sound, which the Hoepfners described as similar to the San Juans. Several days later they entered Nootka Sound for more exploring and then a pulse-racing sail around Estavan Point into Hesquiat.

"It was really no surprise to us that as soon as we cleared the protection of Nootka Sound the barometer began to fall, the swell started to build, the

wind came in from southeast and the rain fell. Halfway to Estevan Point we tucked in the first reef; an hour later the second reef. Breakers were showing two miles off shore in the now Force 7 wind—a moderate gale. As darkness fell, the rain pelted so hard it knocked down the white caps. The powerful 18-mile light off Estevan Point, 125-feet high, could only be seen occasionally five miles offshore. Finally, with a bit of help from the engine, the light began to drift aft and we were able to bear off a little for the reach into Hesquiat and Boat Basin. After the nine-knot sail around several breaking shoals to our anchorage, Peg, serving up a ration of neat rum, noticed little concentric ripples on the surface of the liquid in my cup. "What's the matter now, Fred?" she asked. "Oh, nothing," I replied. "It must be a little motion by the wind."

The Hoepfners actually had sunshine and calm weather, met some fascinating people, caught some fish and went to the fabled Hot Springs.

"Once the private spa of local Indians and fishermen, the slightly sulphurous-smelling waters are frequently the object of floatplane tourist charters from nearby Tofino. The path was constructed of planks and corduroy-laid logs and led for about a mile to the spring. The water flushes from the ground and cascades to the saltchuck through a series of small waterfalls and rock basins, some large enough for four to six persons. When we

arrived we found perhaps three or four persons of both sexes, some covered, some not enjoying a hot soak.

"The drill seemed to be to select a pool of desired temperature, smile, slip in and uncork your bottle of wine. If after a bit, another pool appears more attractive either because of temperature or otherwise, one could shift and meet new companions. I was, however, under some constraint to stay where I was."

The Hoepfners ran into one more storm and fog before the end of the trip, but by then were so used to it, they weren't phased.

"Forty great days out of Mitchell Bay. A tremendous experience. Beautiful country. We are agreed however, that the most lasting memories will be of the wonderful people we met enroute.

"I sat silently looking out our window.

"What's the matter now, Fred?" Peg asked.

"Let's go again," I said."



Fred and Peg Hoepfner and their sailing vessel Mariana



Rough sailing: circumnavigating Vancouver Island

In the summer of '81 (sounds like a song title) Fred and Peg Hoepfner of San Juan Island circumnavigated Vancouver Island—a trip made by a growing number of hearty sailors, but not one to be taken lightly. They sailed in their CT-41 ketch, Mariana, and although she sailed beautifully, her engine caused them some agony.

Fred has written his version of the trip, and gave me permission to use it (with a bit of editing). He and Peg title the story, "Round the Island" or "What's the Matter Now, Fred?"

**Around the Island:
a sailing saga**

"Cape Scott, Cape Scott,

In the wake of the 'Witch'

Oct 6, 1982

Jo Bailey, Skipper of the Sea Witch



cloudy with rain squalls. Visibility five miles, lowering to zero in squalls. Special gale warning: winds are now whole gale at 50 knots gusting to 55 from the Southeast. Westerly swell is estimated at 20 feet."

Peg turned to me and said, "I thought the wind had picked

up a little." I shifted my VHF receiver back to channel 16 after receiving the weather report. Here it was again—a special gale warning. We looked around. Not a troller in sight—and they were tough sailors, fishing in 30-35 knots of wind every day. Our engine

was sick. We were 10 miles off the lee shore and beyond the point of no return. Even from our position we could see the heavy swell smash against the rocks, shooting geysers of water 50 to 60 feet in the air, like the white fangs of a pack of dogs. I thought to myself, now they tell us.

The reason we had departed our anchorage in Experiment Bight just to the east of Cape Scott was because the wind had eased to 30 knots overnight, and that was the best weather we had had for three days. Our destination, and only protected harbor, was 30 miles to the Southeast. We decided to carry on and let Mariana handle the problem. She did so beautifully, just as her designer had intended.

We had left Nanaimo May 26 after a rendezvous with San Juan Island friends at Newcastle Island. With no wind and a fair current we made the passage through Seymour Narrows the next afternoon. Some wind and sun made the passage through Johnstone Strait very pleasant. A mile past Kelsey Bay, while under power, I smelled steam. A quick shut-down and a look below showed a broken pulley on the saltwater circulating pump. With a bit of wind fortunately coming on, we made sail.

There is not much in this section of Johnstone Strait, so we proceeded to Alert Bay, 40 miles to the West. We raised Alert Bay the morning of May 29, where a foul current and no wind forced us to accept a tow the last half-mile. Three hours later, with a new pulley installed and a full belly of fuel, we departed for Port Hardy, where we moored.

The next afternoon we were at the Coast Guard float in Bull Harbor and filed a float plan. I got the distinct impression that the crew of their cutter pre-

signals about 25 knots of wind. By daylight the wind was about 30 and increasing, and soon the trees which formed our anchorage range began to move. Dragging! We heaved up and reanchored closer inshore in only three fathoms of water but with 40 fathoms of chain. We were holding now, and with a moderating wind, we rubber-raftered ashore. What a sight: white sand, flat beaches, interspersed with rock islands topped with bonsai'd firs. Wild strawberries growing among the moss and grasses, truly a skookum Japanese garden.

(The Hoepfner's hiked to the Cape Scott Light for afternoon tea with the lighthousekeepers Don and Linda Wheeden.)

Winds were down the next morning to Force 5 so we got underway to double Cape Scott. The cape is so imposing: the stories about the gale winds and mountainous swells that slam against it constantly, the treacherous tide rips, the offshore rocks that have given it the name "Graveyard of the Pacific"—it was with a great deal of relief that we watched the light station drop astern as we headed down the west coast. A rapidly dropping wind and 30 miles to go to the next harbor indicated that we should start motor sailing.

A short time later, Peg at the helm called out that the engine didn't seem to be in gear. My short reply was, "Well, push the gear shift lever forward." A moment later the same comment from Peg. I looked over the stern—no thrust in the water! I dove below. All looked okay until I checked the oil level in the hydraulic transmission. No oil. Okay, add a quart and off we go. A half-hour later, same problem, and we headed back to Experiment Bight while we still could make an anchorage.

Back in the bight after our thwarted attempt to double Cape Scott, a careful check of the transmission showed no apparent damage other than a low transmission fluid condition, so I refilled the gear with fluid again, and we took off the next day.

The wind piped up to about 30 knots as we left the lee of Cape Scott, so we tied in the first reef in the main. Three hours later we tied in the second reef and about then the VHF started to



Fred and Peg Hoepfner

2 The next afternoon we were at the Coast Guard float in Bull Harbor and filed a float plan. I got the distinct impression that the crew of their cutter preferred that we sail no further out toward Cape Scott, but we went over the Nahwitti Bar in a Force 3 breeze. Then the wind came up as the sun went down and we could feel the heave of the Pacific swell get heavier as we progressed westward. By the time we got to Experiment Bight just inside Cape Scott, we were under a single reef and the weather channel was talking about a southeast storm approaching. Anchoring for the night seemed prudent. The 40-pound plow anchor went over in four fathoms (24 feet) with 30 fathoms at the edge, and we snuggled down for the night as several trollers edged in.

About 4 a.m. I heard the mizzen halyard (rigging on the after mast, used to raise the sail) begin to strum, which

3 The wind piped up to about 30 knots as we left the lee of Cape Scott, so we tied in the first reef in the main. Three hours later we tied in the second reef and about then the VHF started to crackle with a whole gale warning: southeast winds of 50 to 55 knots. I tried the engine several times and could now see oil droplets spitting out of the exhaust—a ruptured transmission oil cooler. We were committed now, so all we could do was to check our safety harnesses and see what kind of a sailboat we had. Tacking offshore to gain searoom, it became apparent that we could not make Winter Harbor before dark, and with wind and sea continuing to rise, it seemed prudent to seek some sort of shelter. San Josef Bay provided some wind protection, but the swell curled around us giving us an uncomfortable anchorage for the two days we holed up.

Well, obviously, the Hoepfner's story is going to have to be continued into another column, so next week we'll go on with it.

Nov 10, 1982
Fall Series race results

Winds have really been blowing for the last three of the fall series sail races sponsored by the Friday Harbor Sailing Club, and local sailors have been literally flying around the courses.

Bill Cumming, in Endeavor, was first overall and took first place in the B fleet (cruising) division Sunday, Nov. 7, in a race from Friday Harbor to the Blakely Island buoy and return. He was also first in the B fleet races on Sunday, Oct. 24, when two races were held.

Alert, skippered by Bob Vynne, was first in the race in the A (racing) fleet in the Nov. 7 race, and Jack Mager in Psyche was first overall and first in A fleet on Oct. 24.

The Nov. 7 race, with 15 starters, had winds as high as 43 knots, with Alert and second place Grasshopper, Gary Boothman, surfing at 10 knots under spinnakers. Psyche placed third in the A fleet.

Tatezi, skippered by Rod Mager was second in the B fleet and Gary Evans in

Summer Song was third.

The second and third races of the series, both held on Oct. 24, were around Low Island, and then Reid and Turn Rocks.

Others in the A fleet were: second, Grasshopper, Gary Boothman; third, Tess, Roy Jewett; fourth, Niord, Tom Blevins; fifth, Lucky Lady, Fred Krabbe; and sixth, Alert, Gary Roberts, and Windigo, Bob Ankersmit.

Those following Endeavor in the B fleet were: second, Rainbird, Lew Brewer; third, Suisun, Chuck McKillop; fourth, Tondelayo, Paul Schwedler, and Windsong, Dave Strickland; fifth, Precursor, Steve Swanberg, and Dolce, Greg Mullins; sixth, Galahad, Tom Bogardus; seventh, Summer Song, Gary Evans; eighth, Island Bird, John Dustrude; ninth, Mistrel, Bob Welch.

The fifth and sixth races of the series will be Sunday, Nov. 14, starting at 11 a.m. in Friday Harbor.

Nov 17, 1982
Fall Series races produce varied results

Two races in the Friday Harbor Sailing Club Fall Series gave just about everybody in both A fleet (racers) and B fleet (cruisers) a chance to finish well and have a great time sailing in fall sunshine and good winds.

The first race, a 6.5 mile contest to Reid Rock, Turn Rock, the Brown Island mark, Reid Rock and back, was over in about an hour. The second, an 11.7 mile run to Jones Island and back, took up the rest of the day.

In the first race, A fleet places went to first, Psyche, Jack Mager, second, Tess, Roy Jewett; third, Niord, Tom Blevins; fourth, Windigo, Bob Ankersmit; fifth, Lucky Lady, Fred Krabbe; sixth, Alert, Sunny Vynne; seventh, Grasshopper, Gary Boothman.

The second race, A fleet, was almost a turnaround. First, Alert; second, Grasshopper; third, Lucky Lady; fourth,

Psyche; fifth, Windigo; sixth, Niord; seventh, Tess.

B fleet did much the same kind of changing places. First race: first, Endeavor, Bill Cumming; second, Rainbird, Lee Brewer; third, Tondelayo, Paul Schwedler; fourth, Tatezi, Rod Mager; fifth, Precursor, Steve Swanberg; sixth, Windsong, Dave Strickland; seventh, Vulcan, Jim Lehde; eighth, Summer Song, Gary Evans; tie for ninth, Galahad, Tom Bogardus and Dolce, Greg Mullins.

First in the B fleet second race was Windsong; second, Dolce; third, Summer Song; fourth, Vulcan; fifth, Tondelayo; sixth, Precursor; seventh, Tatezi; eighth, Rainbird; ninth, Galahad; tenth, Endeavor.

The next race, last in the Fall Series, will be at 11 a.m. Sunday, Nov. 28, in Friday Harbor.



Dec 1, 1982
Final fall series race in F.H.

Last race of the Friday Harbor Sailing Club Fall Series was a very windy 11.2 miles to

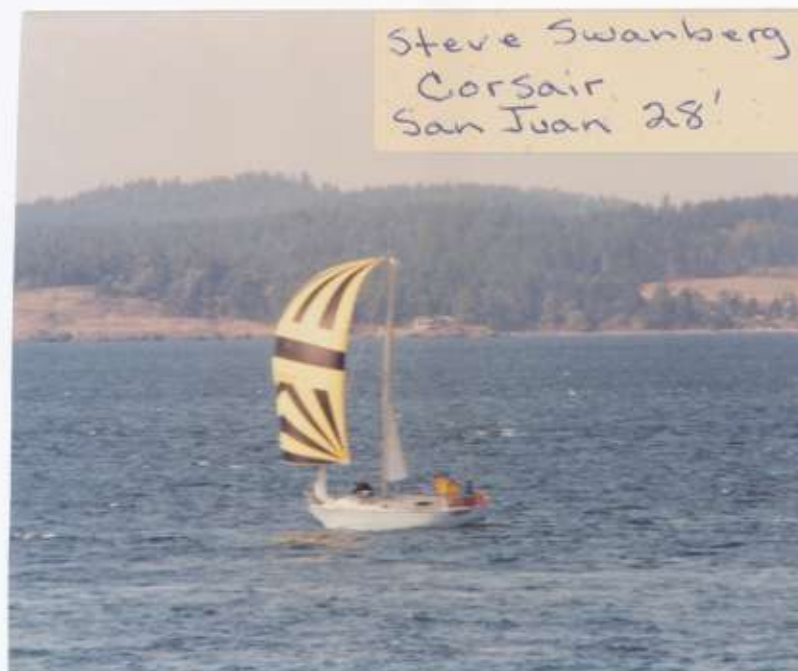
O'Neal Island, around Low Island and back to Friday Harbor on Sunday, Nov. 26.

Gary Boothman's Grasshopper beat Sunny Vynne's Alert by one minute on corrected time to place first in the A fleet of racing boats.

Bill Cumming in Endeavor was first overall and first in B fleet of cruisers.

Other winners in A fleet were third, Psyche, Jack Mager; fourth, Windigo, Bob Ankersmit; fifth, Lucky Lady, Fred Krabbe; sixth, Tess, Roy Jewett; seventh, Niord, Tom Blevins.

Second behind Endeavor in B fleet was Tatezi, Rod Mager; third, Rainbird, Lee Brewer; fourth, Tondelayo, Paul Schwedler; fifth, Windsong, Dave Strickland; sixth, Summer Song, Gary Evans; seventh, Vulcan, Jim Lehde; eighth, Galahad, Tom Bogardus.



Ho, Ho, Ho! The Christmas Ships are back!

Dec 1, 1982

By JO BAILEY

"Ho, Ho, Ho," and "Merry Christmas" will ring across the waters to all islands youngsters when two different Santa Ships converge on the San Juans and Canadian Gulf Islands Saturday and Sunday, Dec. 11 and 12.

Santa and his helpers will be aboard, and will listen to Christmas wishes of excited children and pass out goodies to all the kids at nine different American Island stops and eight Canadian Islands.

This is the 32nd year the Bellingham ship will make the traditional cruise. For the Canadians, it is the 20th anniversary.

Sponsoring groups are the Bellingham Jaycees and the Victoria Jaycees.

Bellingham Jaycees, with Tripo Costello as Santa for his

20th year, will be aboard the Sea Explorer Ship "Discovery," a former launch from the correctional center at McNeill Island in Southern Puget Sound. Robert Carpenter and Mark Graham are co-chairmen.

Victoria Jaycees will be aboard the gate vessel Port de la Reine, skippered by Commander Al Horner who has commanded the vessel almost every year since the annual event began. William Moose Hargreaves, a chief petty officer in the Canadian armed forces, will be Santa for the seventh time. The gate vessel will be accompanied by the smaller ship, Raccoon. Greg House is chairman of the Victoria Santa Ship cruise.

The Port de la Reine and the Discovery will be gaily decked out with lights, reindeer, sleighs, and other Christmas decorations. They will broadcast Christmas carols from

loudspeaker systems as they cruise from island to island, passing out gifts and goodies to more than 3,000 children. Gifts were purchased through fundraising drives and donations.

Long tradition

The annual cruises began when the Bellingham Jaycees decided to share the Christmas spirit with children in remote areas who might not see Santa any other way, beginning in 1951. The Sea Scout ship Eagle visited Point Roberts, Waldron, Friday Harbor, Orcas and Shaw Islands.

By 1955 the schedule had expanded to include Lummi and Lopez Islands in American waters and the Canadian islands of Mayne and North Pender. The Canadians started their own Christmas Ship tradition in 1963 following a visit by the Bellingham group the previous year.

The two vessels rendezvous each year midway through their two-day schedule, usually near Bedwell Harbour on South Pender Island.

Victoria radio station CJVI will be broadcasting live during the two-day trip.

The Bellingham vessel Discovery will make four stops in the San Juans on Saturday before the Bedwell rendezvous and then on to Ganges on Saltspring Island. On Sunday the Discovery will stop at Galiano, Mayne, North Pender and Saturna Islands in B.C., and then back to Lummi Island, Gooseberry Point and Bellingham. A third generation Santa Ship family is expected on North Pender this year.

The Victoria ship departs Sidney on Saturday and goes to Kuper Island, Telegraph Harbor, Bedwell and Friday Harbor. On Sunday the Port de la Reine sails to Deer Harbor, Waldron, Stuart and Roche Harbor before returning to B.C. Sunday evening.

So bundle the kids up and prepare to meet Santa and his helpers next weekend on your island.



Larry Dumble photo

Here's a scene islanders will see reprinted many times, Dec. 11 and 12—as Santas from Victoria (the same one pictured above on last year's visit to Friday Harbor) and Bellingham cruise into dock.

Santa Ship schedules

Bellingham ship

Bellingham annual Jaycee Christmas Ship SES Discovery schedule for Saturday, Dec. 11.
Blakely (marina) 10 a.m.
Lopez (Odlin Park) 10:50 a.m.
Shaw (ferry land.) 12:10 p.m.
Orcas (ferry land.) 12:45 p.m.

Victoria ship

Victoria Jaycees Santa Ship

Port de la Reine schedule, Saturday, Dec. 11, and Sunday, Dec. 12.

Saturday
Friday Harbor (port) 6:30 p.m.
Sunday
Deer Harbor 7 a.m.
Waldron (dock) 10:30 a.m.
Stuart (dock) 1:30 p.m.
Roche Harbor (dock) 3:30 p.m.

(All times are approximate and may change without notice.)

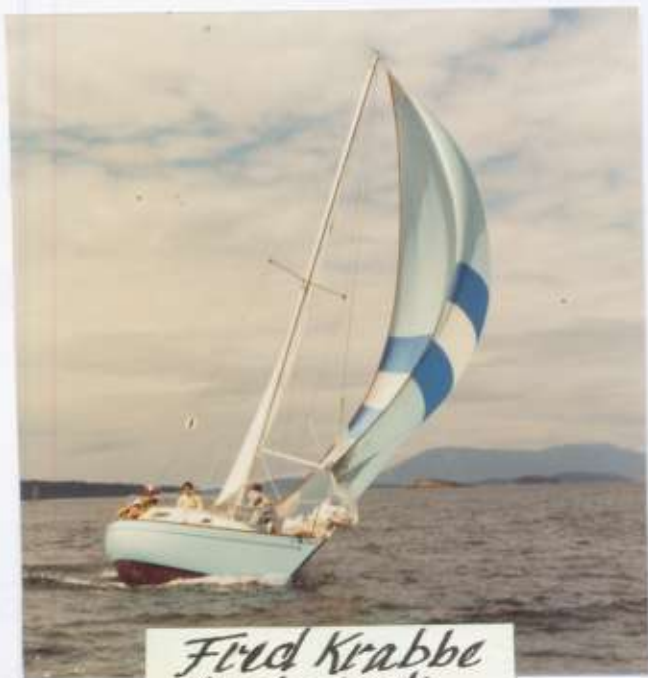


MICKEY

ETCHELLS 22'



1983 Fred Krabbe



Fred Krabbe
"Lucky Lady"
Sail no 519012
San Juan 28
8th in class
14th overall

